



Carl Moyer Program Advisory: 4-011

Eligibility of Diesel Emission Control Systems – Line Haul Trucks, Urban Buses and Refuse Haulers in the On-road Category

This page updated June 30, 2004

The purpose of this advisory is to clarify the Air Resources Board's (ARB) policy regarding Carl Moyer Program funding eligibility for verified diesel emission control systems used in line haul trucks, urban buses and stop-and-go refuse haulers in the on-road category. Recently, diesel emission control systems that reduce NOx and PM emissions have been approved by ARB and are eligible for Carl Moyer Program funding provided they meet the project criteria. However, in cases where the system reduces NOx and PM emissions and the PM reductions are required by law, regulation, or other legally-binding agreements, then only the equipment cost attributed to NOx will be eligible for funding.

In practice, the incremental project cost (amount eligible for funding) would be the full cost of the equipment (reduced cost) minus the cost of PM control (baseline cost). The default cost for PM control is \$8,000 unless the applicant provides adequate documentation showing otherwise. The district may pay for the PM cost of the DEC using matching funds **only if** the PM reduction is **not** required. The system must be verified under Title 13, California Code of Regulations, section 2700 et seq. as a Level 3 diesel emission control system; and, per the Carl Moyer guidelines, the NOx reduction achieved by the system must be verified under the same regulations as at least 15 percent.